Agriculture

FY10 Agriculture Appropriation Requests

Project: Assessing Agriculture's Contribution to Nutrient Input in the Chesapeake Bay

Recipient: Harry R. Hughes Center for Agro-Ecology
Address: 701 E. Pratt St.
Baltimore, MD 21202

Funding: $438,938
Explanation: The Harry R. Hughes Center for Agro-Ecology is a 501 (c)(3) in good standing and is associated with the College of Agriculture and Natural Resources at the University of Maryland, College Park. The funds will be used for two projects that will: First, calculate a nutrient mass balance that will guide nutrient Best Management Practices in Maryland. Second, develop a way to pin point the reduction of nutrients through a soil P (phosphorus) Spatial Data Base that will be tested in a prototype watershed (Choptank). The health of the Chesapeake Bay has been and continues to be at risk. The program will help continuing efforts to restore the Bay to a healthier state that will culturally and economically benefit the Bay region.

Project: Deer Creek Watershed Conservation and Restoration
Recipient: Harford County Government
Address: 220 S. Main St.
Bel Air, MD 21014

Funding: $400,000
Explanation: In 2005 the Harford County Department of Planning and Zoning in conjunction with citizens and local, state and federal agencies, established the Deer Creek Watershed Restoration Action Strategy. Funding for this project will assist in the implementation of the strategy recommendations, promoting conservation efforts and completing stream bank restoration in the Deer Creek Watershed. Agriculture use accounts for 54% of this land, making conservation and restoration efforts vital to the watershed.

Project: Ducks Unlimited Chesapeake Bay Habitat Conservation Program
Recipient: Ducks Unlimited, Inc.
Address: 34 Defense St. - Suite 200
Annapolis, MD 21401

Funding: $1,050,000
Explanation: The funds will allow this conservation program to protect and restore wetlands and associated habitats along riparian corridors in Maryland's portion of the watershed. This will occur through land protection via fee title and/or conservation easements and restoration of key parcels of prior converted wetlands and upland buffers. This project will result in a significant increase in waterfowl habitat and improve water quality in the watershed.

Project: NRCS Support for Chesapeake Bay Activities, Maryland
Recipient: Natural Resource Conservation Service
Address: 14th and Independence Ave. SW
Washington, DC 20250

Funding: $6,000,000
Explanation: This request if for an additional $6,000,000 to enhance, not maintain, the Natural Resource Conservation Service (NRCS) to support Chesapeake Bay restoration assistance and services. This is to be done through language in the Conservation Operations account of the Appropriations Subcommittee on Agriculture, Rural Development, Food and Drug Administration and Related Agencies. Technical assistance to farmers, landowners, watershed groups and members of the community is vital to improving the health of the Bay.

Project: Sustainability of Eastern Shore Agriculture (SESA)
Recipient: University of Maryland Biotechnology Institute (UMBI) and the University of Maryland Eastern Sure (UMES)
Address: 701 E. Pratt St.
Baltimore, MD 21202

Funding: $3,000,000
Explanation: The number of farms in Maryland has decreased by approximately 100 farms per year for the last three years. This funding will allow the purchase of equipment and staffing of a new joint program between UMBI and UMES. This effort will seed programs that will address alternative crop use through development of alternative plant sources for bio-energy, research on plants that are pest-resistant thus reducing the need for harmful pesticides. SESA will draw upon the strengths at UMBI and UMES College of Agriculture to jump start Maryland's place in sustainability and bio-security while fighting sprawl on Maryland's Eastern Shore.

Program: Chesapeake Bay Watershed Program – Language Request
Recipient: United States Department of Agriculture
Explanation: Members of Chesapeake Bay Task Force put forth the following request:
We urge you to not apply any limitations to the $43 million in Fiscal Year 2010 mandatory funding for the Chesapeake Bay Watershed Program in the 2008 Farm Bill (P.L. 110-234 sect. 2605). The program provides enhancement to existing conservation programs for agricultural producers in the Chesapeake Bay watershed. This program is crucial to reducing the backlog of applications for conservation programs in an area where both need and demand are high. Agricultural conservation practices are one of the most cost-effective ways for meeting water quality restoration goals, and the funding is essential for helping the region reduce nutrient and sediment loads reaching the Bay.

Commerce Justice and Science

FY10 Commerce, Justice and Science Appropriation Requests

Projects
Project: 9-1-1 Communications Center
Recipient: Baltimore County Executive Office
Address: 400 Washington Ave.
Towson, MD 21204

Funding: $3M
Explanation: Baltimore County is replacing its 9-1-1 Communications Center and the facility needs upgraded equipment to support the capabilities that the new facility must have to provide emergency responses across the county and region. The funds being requested will assist Baltimore County in acquiring upgraded phone, radio, and computer systems and will allow for seamless communication with the Regional Back-Up 9-1-1 Center that was constructed with federal funding assistance to support not only Baltimore County, but Harford County as well

Project: The Chesapeake Bay Interpretive Buoy System (CBIBS)
Recipient: Friends of the John Smith Chesapeake Trail
Address: 410 Severn Ave.
Suite 204
Annapolis, MD 21403

Funding: $500,000
Explanation: CBIBS is a combination of on-the-water sensor platforms that provide real-time data streams and educational tools to interpret portions of the Captain John Smith Chesapeake

National Historic Trail. These tools provide users with the products and information they need to enhance their understanding of the Chesapeake Bay environment. Funding will be used for the purchase of research buoys to be placed in the Patuxent and Bush Rivers in order to guide Chesapeake Bay restoration through enhanced understanding of the Bay's biological, physical, and chemical processes.

Project: Cooperative Oxford Laboratory
Recipient: Maryland Department of Natural Resources - Fisheries
Address: 580 Taylor Ave.
Tawes State Office Building
Annapolis, MD 21401

Funding: $20M
Explanation: The project is to build an aquatic laboratory addressing Chesapeake bay restoration and management issues for state and federal management agencies as current lab facilities are not approved for necessary studies to address many of the environmental stressors (e.g. disease pathogens) adversely affecting the Chesapeake Bay. The increased knowledge of Chesapeake Bay issues will better enable NOAA and its state partners to better address ecosystem health issues to help restore the Bay.

Project: The Ernest F. Hollings National Advocacy Center (NAC)
Recipient: The National District Attorneys Association
Address: 44 Canal Center Plaza
Suite 110
Alexandria, VA 22314

Funding: $6.5M
Explanation: The NAC provides prosecutors with the training needed to most effectively perform their duty. When fully funded, the NDAA can conduct 40 courses at the NAC annually and train 3,000 State and local prosecutors, while covering all expenses to attendees. Without proper funding for the NAC, few prosecutors' offices have access to the funds for this critical training. The problem is systemic – public safety and the integrity of the criminal justice system are at stake. Prosecutors who are not adequately trained in trial advocacy skills, who are not equipped with specialized knowledge to handle complex criminal matters, and who are not well-versed in their ethical obligations as public servants are less likely to be effective in and outside the courtroom.

Project: Forensic Sciences Division Satellite Laboratory Technology/Equipment
Recipient: Maryland State Police
Address: 1201 Reisterstown Rd.
Pikesville, MD 21208

Funding: $1M

Explanation: Funding will be used to upgrade technology and equipment for new laboratories, including one located in Berlin, MD. Improvements to the Maryland State Police Forensic Sciences Division Satellite Laboratory would expedite the turn-around time for forensic casework within the eastern and western counties resulting in quicker implication of the guilty and exoneration of the innocent.

Project: Oyster Restoration Maryland and Virginia
Recipient: NOAA
Address: 1401 Constitution Ave.
Room 5128
Washington, DC 20230

Funding: $5.6M
Explanation: This program would fund native oyster restoration in both Maryland and Virginia portions of the Chesapeake Bay. The development of native oyster aquaculture is critical to a viable commercial oyster industry in the Bay. Appropriations were significantly cut in FY 2008, with Maryland receiving only a portion of previous funds and Virginia receiving no funding.

<u>Programmatic Requests</u>
Program: Adam Walsh Child Protection and Safety Act
Recipient: Department of Justice – Office of Justice Programs
Funding: $262M
Explanation: In 2006, the Adam Walsh Child Protection and Safety Act was signed into law. This comprehensive, bipartisan legislation strengthened sex offender registry requirements and enforcement, and increased penalties for child predators. The Adam Walsh Child Protection and Safety Act authorized funding for many critical programs including grants to promote public outreach and protect our communities from sex offenders.

Program: Atlantic States Marine Fisheries Commission
Recipient: NOAA
Funding: $10M
Explanation: The Atlantic Cooperative Management line item is the principle source of federal funds to help the 15 coastal states meet their obligations under the Atlantic Coastal Fisheries Cooperative Management Act. Previous increases by Congress to the President's request have enabled the states to conduct important work related to menhaden, lobster, red drum, near-shore trawl surveys, shad, eels, and sturgeon.

Program: Bay Watershed Education and Training (B-WET)
Recipient: NOAA
Funding: $3.5M
Explanation: The national Bay Watershed Education and Training (B-WET) Program was established in 2002 to improve the understanding of environmental stewardship for students

and teachers in the classroom. B-WET is a key program that enables us to educate Bay communities about the importance of sustaining our coastal environment.

Program: Chesapeake Bay Studies
Recipient: NOAA
Funding: $3.5M
Explanation: The Chesapeake Bay Studies program principally funds the day-to-day operations at the NOAA Chesapeake Bay Office. As the lead agency responsible for the multi-agency Bay Program, the NOAA Chesapeake Bay Office plays a vital role in a directing research in fisheries stock assessments, multi-species ecosystem-based management, habitat restoration, and scientific data management.

Program: Edward Byrne Memorial Justice Assistance Grant Program
Recipient: Department of Justice – Office of Justice Programs
Funding: $1,100,000,000
Explanation: As a result of budget restrictions, the Byrne Justice Assistance Grant program suffered severe cuts over the past decade. Funding for the Byrne-JAG program was cut by one-half, from $1 billion in Fiscal Year 1999 to $546 million in Fiscal Year 2009. Although the American Recovery and Reinvestment Act of 2009 included $2 billion for Byrne-JAG, this funding only starts to address these shortfalls. Due to deteriorating economic conditions, full funding for law enforcement at authorized levels is necessary in the Fiscal Year 2010 budget to address the spike in violent crime in our communities nationwide.

Program: Family Violence Prevention and Service Act (FVPSA) / Violence Against Women Act (VAWA)
Recipient: Department of Justice – Office on Violence Against Women
Funding: $683M
Explanation: FVPSA has provided safe haven to victims fleeing domestic violence for over 20 years and VAWA has helped victims and families in our communities and made substantial progress toward ending domestic and sexual violence since 1994.

Program: Statewide Automated Victim Information and Notification (SAVIN)
Recipient: Department of Justice – Office of Justice Programs
Funding: $15M
Explanation: Automated victim notification provides victims of domestic violence and other violent crimes 24 hour-access to information about the custody status of offenders. Victims can call a toll-free number to check on the custody status of an offender and can register by phone to be notified automatically when an offender is released, is transferred, or escapes. By providing free, accurate, up-to-date information to crime victims, automated victim notification programs help victims feel more secure. More importantly, automated victim notification saves

lives by alerting victims to take special precautions when dangerous attackers are released from jail.

Program: Victims of Crime Act (VOCA)
Recipient: Department of Justice – Office of Justice Programs
Funding: $705M
Explanation: To reflect the growing needs for the important services that are supported with VOCA funds, I believe that a FY2010 cap on Fund obligations of $705 million would complete the restoration of state assistance grants to the amount received in FY 2006, including inflation, and be a down payment to meet the growing needs of crime victims. Some 4,200 agencies provide services to more than 4 million victims of all types of crime every year, largely through the formula state victim assistance grants.

Defense

<u>FY10 Defense Appropriation Requests & Authorization Requests</u>

Project: Chemical, Biological, Protective Shelter (CBPS)

Recipient: Smiths Detection

Address: 2202 Lakeside Blvd.

Edgewood, MD 21040

Funding: $10M
Explanation: The CBPS is a highly mobile, self-contained collective protection system that provides a contamination free, environmentally controlled working area for medical combat services and combat service support personnel to work freely without continuously wearing chemical-biological protective clothing. Previous Funding: None for Army National Guard (ARNG), but Army Active component received 29.4M in FY09; Active component expects to receive 32.1M in FY10 Presidential Budget.
Providing updated collective protection capability to National Guard soldiers will allow ARNG to deploy and inter-operate with Active Component units, who are equipped with CBPS. The following are some of the CBPS key attributes.
- Safe environment: CBPS provides a safe, reliable, protected environment for delivering emergency medical care to our service men and women.

- Enhanced working area: 400 square feet of working area with quick entry/exit rate allows more people to be treated and easier maneuverability in the shelter. The shelter is climate controlled to provide comfort even under extreme conditions.
- Maintenance and Logistics: The system is designed for easy maintainability and C130 transportability to ease the logistics burden.
- Rapid deployment: System is can be deployed and operational within 20 minutes for quick troop protection.
- Dual function: When not in use to protect against chemical or biological agents, CBPS can be used as a clean environment for in the field medical care.

ARNG has a critical shortage of collective protection systems. This shortage places the lives of National Guardsmen at risk for both Force Protection and Homeland Security missions. The ARNG has a requirement for 300 plus Chemical Biological Protective Shelters. CBPS is on the National Guard Association United States (NGAUS) FY10 legislative Objectives list and the Army National Guard's Top 25 Modernization Shortfall list.
Project: Defense Wide UAV Training System (DW- UAVTS)
Recipient: Defense Tech Inc.

Address: Two Urban Centre
4890 W. Kennedy Blvd.
Suite 490
Tampa, FL 33609

Funding: $5.4M
Explanation: Funding will be used to establish a civil and Defense Wide UAV Operator Training System. The DW-UAVTS will be developed and operated at and within the operational area of NASA Wallops Flight Facility to provide the advanced multi-vehicle operational capability and readiness required as training standardization to Naval and joint operational U.S. Forces. There exists a need for National civil and Defense-Wide Unmanned Air Systems (UAS) Basic Operators Training System to provide training standardization, developmental training, and field training of UAS operators for civil and joint forces operational capabilities and deployment. Since nearly all operational UAS systems are proprietary systems, meaning they are not interoperable, and all differ in size, mission profiles, logistic requirements, and costs of operation, it has proven difficult to standardize and train UAS operators that joint operational forces can deploy. Each system sees itself as the flag bearer for UAS usage, and therefore employs its own methodology for training. These diverse methodologies have and continue to propagate an inadequate supply of trained joint forces UAS operators. Approximately 67% of accidents or incidents relating to Unmanned Air Vehicles (UAVs) are caused by human factors and training issues. Additionally, there is very little airspace in which to conduct the needed training. All of the allotted U.S. restricted airspace is very much in use on a daily basis, and providing traffic separation has traditionally been done by blocking off a large section of airspace for UAS operations. This is very difficult given current schedules of restricted airspace. The use of congressionally mandated Open Architecture software developed by DoD and

Defense Technologies, Inc. will be used to greatly shorten the multi-vehicle operational and logistical learning curve.

Project: Multi-Mode Propulsion Phase IIA: High Performance Green Propellant
Recipient: Alliant Techsystems Inc. (ATK)
Address: 1501 S. Clinton St.
11th Floor
Baltimore, MD 21224

Funding: $5M
Explanation: The Multi-Mode Propulsion (MMP) system promises to be an enabler of Operationally Responsive Space (ORS) by allowing flexibility in meeting multiple program missions with the same system. However, MMP, as currently planned, would not meet one key requirement for ORS: the ability to launch within seven days from stated need. The current hydrazine chemical solution being demonstrated under MMP Phase III does not allow such launch flexibility due to its toxicity, and related extended launch operations loading procedures. With sufficient funding, the second, 'proof of concept' phase of the MMP program could accommodate a Phase IIA risk reduction alternate chemical solution to ensure a successful Phase III that does meet the ORS rapid-turnaround need. Instead of hydrazine, Phase IIA would incorporate a lower toxicity chemical solution called High Performance Green Propellant (HPGP). HPGP vapor is 2,500 times less toxic than hydrazine and is non-carcinogenic.
HPGP promises to enable savings in satellite launch life cycle cost by drastically reducing spacecraft processing and integration timelines. An HPGP system would take only nine days to load, with no restraints for weather, safety concerns, or critical backup personnel for potential spills. The use of HPGP would enable the safe storage of a fueled satellite system at the launch site, thus enabling a 'stack and go' capability once a mission need is identified, thus supporting the ORS fast-turn around requirement.

Project: Rotary, Multi-Fuel, Auxillary Power Unit (RMF-APU) Development Program or Auxiliary Power Unity (APU) for the Abrams M1/A2 Tank
Recipient: Patrick Power Products Inc.
Address: 6679-C Santa Barbara Rd.
Elkridge, MD 21075

Funding: $5M
Explanation: RMF-APU development work has progressed to a point where the Army has accepted 2007 delivery of an RMF-APU from the company for fit check and demonstration in the M1 Abrams Main Battle Tank and issued a contract to design and build six Abrams APU's for field testing in Yuma, Arizona. Only limited testing and qualification work was included in the budget and schedule for this effort. Qualification testing of the systems for things such as emissions, ruggedness, heat/sound signatures, etc. is a major program in itself.
A rough breakdown of the funding requested is as follows:
- $0.5M Field Testing Support

- $1.5M Environmental Testing
- $1M System Upgrades
- $2M Installation/Integration Support

The APU under consideration by the Army as a retrofit for the [Abrams] tank would reduce the Abram's battlefield fuel demand by as much as 50%. This would cut the Abrams daily fuel use in Iraq from $30 million to $15 million. The RMF-APU as fitted in the Abrams will help to satisfy a major problem in the Iraq war, specifically the cost and logistics required to meet the voracious fuel requirements of the Army's M1 Abram's Tank.

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These funds will save millions of tax payer dollars each year, put less lives at risk on the battlefield as well as reduce our dependence on foreign oil and military fuel emissions as detailed in the 2001 and 2008 DoD, Defense Science Board Task Force Report Summaries.
Project: Special Operations Forces (SOF) Modular Glove System
Recipient: W.L. Gore and Associates
Address: 105 Vieve's Way
Elkton, MD 21921

Funding: $5M
Explanation: Requested funding will accelerate fielding of the SOF Modular Glove System to special operations personnel. Developed with and at the request of SOF personnel, this system allows for a high degree of combat effectiveness in the very harshest of environments, and allows the warfighter to perform at his/her most effective level.
The Special Operations Command has an established requirement for a Modular Glove System to better meet the real-world mission needs of its Special Operations Forces (SOF) in a broad range of deployed environments. The operator must be able to tailor his hand wear for multiple sets of environmental conditions (i.e. desert to mountainous terrain, direct action mission profiles of short duration to extended cold weather operations while under heavy load) and maintain dexterity/comfort in the extremities. Recent operational experience indicates that users require improvements/additions to currently fielded glove systems. The SOF Modular Glove System utilizes five interchangeable gloves and applies the latest textile technology to reduce weight, minimize thermal discomfort in extreme cold weather, enable maximum dexterity, tactility, flexibility, protect the hand from heat and flame threats and provide exceptional moisture management.

Project: Submarine Fatline Vector Sensor Towed Array
Recipient: L3 Chesapeake Sciences Corporation

Address: 1127B Benfield Blvd.
Millersville, MD 21108

Funding: $3.2M
Explanation: The Navy submarine fleet uses towed array sonar as a primary sensor in performing undersea warfare missions. This project includes the fabrication, assembly and test of a prototype 96-element vector sensor fatline submarine towed array. Additional funding in FY10 will accelerate the design, development, and deployment of much needed and improved detection capabilities for the U.S. submarine force.
Undersea dominance in the littorals and open ocean environment is essential to meeting the US Navy's Sea Power 21 Anti-Submarine Warfare (ASW) mission objectives. The de-emphasis on ASW over the past several years has seriously eroded the Navy's capabilities at a time when potential adversaries are rapidly acquiring advanced quieting techniques and other offensive submarine technologies. To increase detection range and improve situational awareness, a fatline, vector sensor, towed array capability is required for submarine platforms. Vector sensor towed arrays lead to improved gain and better target motion analysis by steering nulls in the direction of interfering sources and resolving the right-left ambiguity of a single line array without the need for ship maneuvering. In cluttered littoral environments vector sensor arrays improve detection of weaker contacts that position themselves opposite from strong contacts to avoid detection. Since these arrays also cover a broad frequency range they are capable of operating synergistically with hull, sail, and bow sonar to further enhance situational awareness. Vector Sensor towed arrays provide a cost effective means to achieve significant improvement in detection, fire control, and self-defense capabilities.
Project: Vehicle and Dismounted Exploitation Radar (VADER)
Recipient: Northrup Grumman Electronic Systems
Address: 1000 Wilson Blvd.
Suite 2300
Arlington, VA 22209

Funding: $8M
Explanation: The VADER radar is a multi-mode tactical pod radar capable of detecting and tracking surface vehicles and dismounted personnel, as well as providing real-time high resolution imagery and advanced wide area surveillance. VADER is currently funded through a DARPA contract that is in turn funded by the Joint IED Defeat Organization (JIEDDO).
VADER provides a unique tactically fielded high resolution wide area search and surveillance capability with real-time dissemination and queue of EO/IR full motion video data supporting IED defeat, maritime surveillance, battlefield reconnaissance, border surveillance and national event security missions.
Current threats require expansion of Intelligence, Surveillance, and Reconnaissance (ISR) Systems and implementation of high-resolution, lightweight solutions on both manned and unmanned platforms. Transition to a deployed system requires productionization of the sensor, as well as enhanced processing, exploitation and dissemination (PED) capability, providing the warfighter with real-time actionable intelligence.

The $8M is needed to support accelerated deployment to forces in Iraq and Afghanistan. Funding will be used for productionization and enhanced signal processing and exploitation capabilities for the VADER prototype, to provide the warfighter with real-time actionable intelligence.

Programmatic: Readiness and Environmental Protection Initiative (REPI)
Recipient: Office of the Secretary of Defense
Funding: $75M
Explanation: Encroachment pressures on our military installations and ranges will intensify in the near to midterm. The "Grow the Force" initiative, the global re-stationing of forces, implementing of BRAC 2005, fielding of new weapons systems, and the pressing need to retrain forces as they redeploy from Iraq and Afghanistan will all increase pressures on our remaining military installations and ranges.
REPI brings government and private partners together with the Department of Defense (DoD), working only with willing landowners, to establish buffer zones to protect military installations, ranges, and airspace throughout the country. REPI has enhanced military readiness, protected open space and key natural habitats, and sustained the vital contribution military installations make to our local, state, and regional economies.
Recent DoD and RAND Corporation assessments have validated the effectiveness of REPI, but they indicated that the program needs additional resources to meet the challenges that encroachment is posing to military installations and ranges. The RAND report, entitled "The Thin Green Line," concluded that the REPI program is underfunded, that opportunities for effective action to protect bases are being lost, and that the cost of effective action will only increase over time.

Energy and Water

FY10 Energy and Water Appropriations Requests

Project: Atlantic Coast of Maryland
Recipient: Army Corps of Engineers
Address: Army Corps of Engineers
441 G Street St. NW
Washington, DC 20314

Funding Request: $6,351,000
Explanation: Funding would be utilized to perform annual monitoring activities that are part of the Atlantic Coast of Maryland Storm Protection Project in Ocean City. These activities would include beach condition inspection, sled survey, shoreline survey, aerial photographs, wave data collection, sediment samples and technical analysis. This is a good use of taxpayer dollars because the Atlantic Coast of Maryland Storm Protection Project provides important coastal flood and erosion protection to Ocean City. This project received $100,000 in FY09.

Project: Chesapeake Bay Oyster Recovery, MD & VA
Recipient: Army Corps of Engineers
Address: Army Corps of Engineers
441 G Street St. NW
Washington, DC 20314

Funding: $2,000,000
Explanation: Maryland oyster populations have declined dramatically since the turn of the 20th century, largely due to parasitic diseases. Oyster restoration is critical to the economic and environmental survival of the Chesapeake Bay and is a high priority for the State of Maryland and the Chesapeake Bay Program. This funding would be used by the Army Corps of Engineers to continue designing and building oyster reefs in the Chesapeake Bay. Activities include construction of oyster bars and reefs, rehabilitation of existing marginal habitat, and construction of oyster hatcheries. This is a good use of taxpayer dollars because the restoration of the oyster population is an essential step toward restoring the overall health of the Chesapeake Bay.

Project: A New Environmentally-Friendly Middle School Facility
Recipient: Queen Anne's County
Address: Queen Anne's County
107 North Liberty Street
Centreville, MD 21617

Funding: $2,000,000
Explanation: These funds would be used to construct an environmentally friendly school (Sudlersville Middle School). Queen Anne's County estimates that this project would create about 250 construction jobs. This is a good use of taxpayer dollars because the new energy efficient and sustainable Sudlersville Middle School would better prepare students for the future by providing them access to the latest technology in a more flexible and collaborative environment.

Project: Eastern Shore, Mid-Chesapeake Bay Islands
Recipient: Army Corps of Engineers
Address: Army Corps of Engineers
441 G Street St. NW
Washington, DC 20314

Funding: $983,000
Explanation: These funds would be utilized for the Mid-Chesapeake Bay Island Ecosystem Restoration feasibility study. This report will focus on restoring/expanding island habitat to provide hundreds of acres of wetland and terrestrial habitat for fish, shellfish,

reptiles, amphibians, birds, and mammals through the beneficial use of dredged material. This is a good use of taxpayer dollars because it will improve help restore the Chesapeake Bay's natural habitat while also protecting critical communities.

Project: Chesapeake Bay Marshlands (Blackwater Wildlife Refuge)
Recipient: Army Corps of Engineers
Address: Army Corps of Engineers
441 G Street St. NW
Washington, DC 20314

Funding: $150,000
Explanation: Funds will be used to help restore wetlands in the Blackwater National Wildlife Refuge. Wetlands play an essential role in the overall ecology of the Chesapeake Bay but since the 1930s over 8,000 acres of tidal marsh have been lost in the Blackwater Refuge alone. This is a good use of taxpayer dollars because it will help restore the health of the Chesapeake Bay while providing a critical habitat for land and aquatic species. This project received $1,000,000 in FY09.

Project: Assateague Island
Recipient: Army Corps of Engineers
Address: Army Corps of Engineers
441 G Street St. NW
Washington, DC 20314

Funding: $990,000
Explanation: This funding would be used to continue the Army Corps of Engineers bi-annual Ocean City inlet sand-bypassing project and monitoring activities. The Ocean City inlet prevents a large portion of sand from reaching Assateague Island, thereby causing accelerated erosion on the northern part of the island. This is a good use of taxpayer dollars because it would help protect Assateague Island, the numerous threatened and endangered species that inhabit the island, and the mainland communities. This project received $478,000 in FY09.

Project: Urieville Lake - Small Aquatic Ecosystem Restoration
Recipient: Army Corps of Engineers
Address: Army Corps of Engineers
441 G Street St. NW
Washington, DC 20314

Funding: $350,000
Explanation: These funds would be used to continue the Army Corps of Engineers investigation and restoration of Urieville Lake. The watershed is a highly degraded system, with insufficient buffers and extensive water quality problems such as high nutrient levels and low dissolved oxygen. Urieville Lake has sustained several fish kills in recent years related to

eutrophication. Restoration is designed to improve habitat and water quality. This is a good use of taxpayer dollars because without this project the area will continue to be a degraded, underutilized area of the Chesapeake Bay and will continue to contribute to degraded water quality downstream from the lake.

Project: Poplar Island
Recipient: Army Corps of Engineers
Address: Army Corps of Engineers
441 G Street St. NW
Washington, DC 20314

Funding: $13,550,000
Explanation: These funds would be used to continue the Army Corps of Engineers restoration of Poplar Island. This project involves utilizing dredged material from the approach channels of the Baltimore Harbor and Channels navigation project for the restoration of Poplar Island to its 1847 footprint. This is a good use of taxpayer dollars because it puts dredged materials to a good use while restoring important habitats that help the Chesapeake Bay's ecosystem.

Project: Dog Island Shoals
Recipient: Army Corps of Engineers
Address: Army Corps of Engineers
441 G Street St. NW
Washington, DC 20314

Funding: $10,000
Explanation: These funds would be utilized to continue the Army Corps of Engineers creation of bird habitat and the restoration of salt marsh in the Dog Island Shoals area, located at the southern end of Isle of Wight Bay in Worcester County, Maryland. This is a good use of taxpayer dollars because it would help restore the Chesapeake Bay's natural habitat, thereby helping the overall health of the ecosystem.

Project: Chesapeake Bay Shoreline Erosion, Maryland Coastal Management
Recipient: Army Corps of Engineers
Address: Army Corps of Engineers
441 G Street St. NW
Washington, DC 20314

Funding: $400,000
Explanation: One of the main challenges confronting the communities near the Chesapeake Bay is the alarming rate of shoreline erosion. These funds would be used to

continue the Army Corps of Engineers feasibility study of Chesapeake Bay Shoreline Erosion. This report will result in three semi-independent stand-alone products. The first product is the development of a Maryland shoreline master plan that identifies problems and opportunities throughout the Maryland coastal zone. For those projects that are identified in the master plan to be federally-justified, a Feasibility Study will be prepared for implementation through the Corps' civil works program. The third product is an updated Low-Cost Shoreline Protection Manual with the goal of developing a public document and outreach program that promotes better use of the coastal environment. This is a good use of taxpayer dollars because it will help protect Maryland's shoreline, which plays a critical role in maintaining the region's ecosystem and commercial interests.

Financial Services

FY10 Financial Services and General Government Appropriation Requests

Project: Rural Business Innovation Initiative (RBI²) – Eastern Shore

Recipient: Maryland Technology Development Corporation (TEDCO)

Address: 5565 Sterrett Place
Suite 214
Columbia, MD 21044

Funding Request: $1,000,000
Explanation: RBI² - Eastern Shore would demonstrate best practices for developing technology based companies on the largely rural Eastern Shore of Maryland. The program would provide intensive entrepreneurial training to individuals with follow-on mentoring and specialized business and technical assistance to ensure successful company development. This is a good use of taxpayer dollars because TEDCO has a strong record of supporting early stage technology companies and this program will help grow the economy and businesses on the Eastern Shore.

Program: District of Columbia Water and Sewer Authority (DC WASA) Long Term Control Plan and Combined Sewer Overflow

Recipient: District of Columbia Water and Sewer Authority
Funding Request: $20,0000
Explanation: DC WASA's Blue Plains Advanced Water Treatment Plant is one of the single largest sources of pollutants into the Chesapeake Bay. These funds would be used to

upgrade the technology at Blue Plains to reduce the nitrogen being discharged into the Potomac River and subsequently the Chesapeake Bay. This is a good use of taxpayer dollars because upgrading Blue Plains is one of the single most effective ways to improving the overall health of the entire Chesapeake Bay.

Interior and Environment

FY10 Interior and Environment Appropriation Requests

Projects

Project: Blackwater NWR/Tubman – USFWS Land Acquisition
Recipient: The Conservation Fund
Address: 410 Severn Ave.
Suite 204
Annapolis, MD 21403

Funding: $2M
Explanation: The USFWS would use this funding to protect 4 parcels totaling 1,803.50 acres via fee acquisition and conservation easement within the Blackwater National Wildlife Refuge (NWR) boundary. These properties are currently threatened by development and protecting them will achieve the long standing objective of making the Blackwater NWR a single contiguous tract. The Blackwater NWR is currently divided by a large area of unprotected land that is currently exposed to threats from development, deforestation, and other potential land use conversions. In addition to the ecological value of these lands, these properties have been identified as historically significant sites in the Congressionally-authorized Harriet Tubman Special Resource Study. If approved, these funds would enable FWS to protect these properties from threatened development, conserve a contiguous east-west corridor within the refuge, and protect an important Harriet Tubman site.

Project: Chesapeake Bay Gateways and Watertrails Network
Recipient: Maryland Department of Natural Resources
Address: 45 Calvert St.
Annapolis, MD 21401

Funding: $3M
Explanation: The CBGWN is a partnership of public and private parks, refuges, maritime museums, historic sites, and water trails around the Bay watershed. With more than 150 designated Gateways and over 1500 miles of designated watertrails, the CBGWN provides essential infrastructure for the developing Captain John Smith Chesapeake National Historic Trail. The collaboration between these two initiatives provides a great opportunity to improve public understanding of 400 years of environmental change on the Chesapeake Bay and to inspire bay restoration efforts. Funding for CBGN supports both matching grants to

participating Gateways sites for development of high-quality interpretation, access, or conservation and restoration projects and a series of initiatives that support the entire Network. Continuing the CBGWN beyond its 2008 sunset, and fully funding the program at its authorized $3 million a year level is essential for full implementation of the Captain John Smith Chesapeake National Historic Trail.

Project: City of Crisfield 1936 Sewer Rebuild – Phase III
Recipient: Maryland Department of the Environment
Address: 1800 Washington Blvd.
Baltimore, MD 21230

Funding: $700,000
Explanation: The project involves the replacement of aging sewer lines throughout the City of Crisfield. The existing sewer lines, which were constructed in 1936, are deteriorated and have excessive inflow and infiltration (I/I). This is resulting in frequent overflow events with adverse public health and environmental effects on the community and neighboring beaches.

Project: Salisbury Cast Iron Distribution Pipe
Recipient: Maryland Department of the Environment
Address: 1800 Washington Blvd.
Baltimore, MD 21230

Funding: $700,000
Explanation: The project involves the replacement of approximately 450,000 linear feet of cast iron water main, which is inadequate and failing. The project will prevent water leakage and ensure continuing water service for 62,600 residents.

<u>Programmatic Requests</u>
Program: Chesapeake Bay Program Base Budget
Recipient: Environmental Protection Agency
Funding: $24M
Explanation: The Environmental Protection Agency's (EPA) Chesapeake Bay Program is authorized by Section 117 of the Clean Water Act. The Program facilitates the coordination of restoration activities conducted by restoration partners toward the Chesapeake 2000 agreement goals, and it compiles and analyzes monitoring and other data to assess the overall progress of the Bay restoration effort. An increase in funding would support implementation of on-the-ground restoration projects to reduce nutrient and sediment pollution and to improve habitat for the living resources within the Bay watershed.

Program: Chesapeake Bay Program Small Watershed Grants Program
Recipient: Environment Protection Agency
Funding: $5M

Explanation: The Chesapeake Bay Small Watershed Grants Program provides funding and technical assistance to local governments and non-profit groups for on-the-ground restoration activities on a competitive basis. This program leverages about four times the federal funding it receives every year.

Program: Non Point Source Reduction (STAG grants)/Targeted Watershed Grants Program
Recipient: Environmental Protection Agency
Funding: $11M
Explanation: This competitive grants program is a continuation of the Targeted Watershed Initiative and provides funding for large-scale, innovative projects designed to reduce nonpoint source pollution from agriculture and other lands in the Chesapeake Bay. It is unique in that it contributes to increasing knowledge about the reduction of nutrients through innovative and cost-effective approaches.

Labor HHS and Education

FY10 Labor HHS and Education Requests

Department of Health and Human Services
Project: Pediatric Emergency Department Expansion, Reconstruction, and Construction

Recipient: Anne Arundel Medical Center (AAMC)

Funding: $1M

Explanation: The appropriation request is for Pediatric Emergency Department Expansion, Reconstruction, and Construction at the Anne Arundel Medical Center (AAMC). This request is being made through the Health Resources and Services Administration account in the Department of Health and Human Services.

Anne Arundel Medical Center (AAMC) will use federal funds for FY10 to dedicate space for pediatric services as part of its emergency department (ED) expansion, reconstruction and construction project. The ED expansion will provide 49,000 Sq. Ft. of new space, of which 10,000 sq. ft. will be dedicated to pediatrics.

Project: Technology Information Program, Phases II & III

Recipient: Community Health Integrated Partnership, Inc.

Funding: $1,853,142M

Explanation: The appropriation request is for a Technology Information Program, Phases II & III, for the Community Health Integrated Partnership, Inc. This request is being made through the Health Resources and Services Administration account in the Department of Health and Human Services.

Community Health Integrated Partnership, Inc., (CHIP) will implement an Electronic Patient Record System (EPRS) in 9 federally qualified community health centers representing 53 clinical delivery sites throughout Maryland and implement HealthTrax allowing health centers to monitor and manage high risk conditions of chronically patients. CHIP launched its Technology Improvement Project (TIP) five years ago in an effort to upgrade the technology infrastructure of its health centers. The three components of the TIP are: Phase I – implementation of an integrated single platform Practice Management System (PMS) (complete); Phase II- implementation of an integrated Electronic Patient Record (EPR) system, and Phase III, implementation of a monitoring and disease management system for chronically ill patients.

Project: Queen Anne's County Emergency Center, Maryland

Recipient: University of Maryland Medical System

Funding: $5M

Explanation: The appropriation request is for the Queen Anne's County Emergency Center, administered by the University of Maryland Medical System. This request is being made through the Health Resources and Services Administration account in the Department of Health and Human Services.

The funds will be used to develop an emergency medical facility in Queen Anne's County to meet the increased medical needs of this growing Eastern Shore area. The 16,000 square foot facility would include: 12 exam rooms, resuscitation room, imaging room, lab, and support spaces. Queen Anne's is only one of two counties in Maryland without a medical facility. Closest hospital, located across the Bay Bridge is often difficult to reach due to high traffic congestion. Project to begin construction July 2009 with completion scheduled September 2010.

<u>Department of Labor</u>

Project: Clean Water Jobs Training Initiative: A New Green Jobs Program for Maryland

Recipient: Chesapeake Bay Trust for Clean Water Jobs Training Initiative

Funding: $0.75M

Explanation: The appropriation request provides funding to the Chesapeake Bay Trust for Clean Water Jobs Training Initiative: A New Green Jobs Program for Maryland. This request is being made through the Employment and Training Administration (ETA) – Training and Employment Services (TES) account of the Department of Labor.

The Chesapeake Bay Trust proposes to create a new green jobs program to solve two of Maryland's most pressing needs, Chesapeake Bay clean-up and increased employment. The goal of the program will be to prepare hundreds of youth and Maryland workers, with a special focus on at-risk young people, lower-income workers, and transitioning watermen, with the skills needed to compete in the emerging green economy and green jobs market.

Department of Education

Project: Churchville Library and Science Center (CLSC)

Recipient: Harford County Government for the Churchville Library and Science Center

Funding: $0.4M

Explanation: The appropriation request provides funding to the Harford County Government for the Churchville Library and Science Center. This request is being made through the Elementary & Secondary Education fund for the Improvement of Education of the Department of Education.

Designed to serve a projected county population of 257,000 by 2010, the CLSC will be a 13,500 square foot green public library building with an integrated science center in the Churchville area of Harford County. The CLSC project will create environmental and experiential learning opportunities designed to promote science, engineering, and mathematics to elementary and middle school children and demonstrate that science and math have a direct connection to everyday life and future careers. The center will provide students with the mathematical and critical-thinking skills necessary to compete in the global economy. The proposed funding would be used to equip the state-of-the-art Science Center with science displays, a link gallery, laboratory space, and hands-on science-related activities

Project: Washington College: The Chesapeake Semester

Recipient: Washington College

Funding: $0.9M

Explanation: The appropriation request provides funding to Washington College for Washington College: The Chesapeake Semester. This request is being made through the Higher Education fund for the Improvement of Postsecondary Education.

The Chesapeake Semester will allow students and Maryland governmental policy makers to study the past, present and future of the Chesapeake Bay as a microcosm of the challenges and transitions facing coastal communities across the nation and around the world. The Chesapeake Semester stands as a unique opportunity for students to explore our nation's largest estuary, while doing cutting edge science that can be applied locally, to solve real human and environmental problems.

Programmatic: The John R. Justice Prosecutors and Defenders Incentive Act

Recipient: U.S. Department of Education

Funding: $25M

Explanation: The appropriation request provides funding for loan repayment to prosecutors and public defenders under the John R. Justice Prosecutors and Defenders Act of 2007. The appropriation of these funds will ensure a greater degree of fairness and effectiveness in our criminal justice system by providing an incentive for talented law school graduates to pursue careers in public service.

Military Construction

FY10 MILCON Appropriations Requests & Authorization Requests

Project: Analytical Chemistry Wing - Advanced Chemistry Laboratory

Recipient: Aberdeen Proving Grounds, Aberdeen, MD
Funding: $17M
Explanation: This development would provide a third and final wing to the Advanced Chemical Lab at the Army's Edgewood Chemical and Biological Center at Aberdeen Proving Grounds (APG), completing the full capability of the original design by adding the final required 10,000 SF of laboratory and support space. It is required to complete a facility that supports key

national chemical defense research and development to counter new and emerging toxic agent threats.

The construction will provide a state-of-the-art advanced analytical chemistry wing for work with supertoxic chemical agents and toxins with associated data reduction and administrative spaces. This project has critical mission, life, safety, and health considerations. Installation of detection systems and connection to an energy monitoring and control system are included. Heating, ventilation and air conditioning system (estimated at 40 tons) is provided from a central plant. Supporting facilities include utilities; electric service; paving, walks, curbs, and gutters; storm drainage; information systems; and site improvements. Access for the handicapped will be provided. The demolition of three buildings containing a total of 26,895 SF is required.

This project is required for continued chemical agent operations. The existing capability to work with chemical warfare agents is unique to the Army and is not duplicated elsewhere in DoD or the commercial sector. The Edgewood facilities are our nation's sole provider of total lifecycle chemical agent research, development, evaluation and agent production expertise. It will allow further consolidation of chemical efforts at the Edgewood Chemical and Biological Center (ECBC). ECBC operates highly specialized facilities that are required to safely handle known and suspect chemical warfare agents, toxic industrial chemicals and toxins. The laboratories require impermeable surfaces, special chemical hoods with ultra-efficient carbon filtration, and extensive electrical backup systems. Safety and environmental controls are paramount to ensure that personnel and the environment are protected against these supertoxic and lethal materials. Operations also rely upon an established infrastructure capable of handling hazardous materials and missions. The missions include: analytical chemistry, detection, filtration, decontamination, Chemical Weapons Convention support, and evaluation of chemical agent technologies. This facility is required for the continued execution of the Army's Executive Agent role for the Joint Services Chemical and Biological Defense mission and DoD's growing mission in Homeland Defense.

Project: Headquarters Facility - 20th Support Command (CBRNE)
Recipient: Aberdeen Proving Grounds, Aberdeen, MD
Funding: $29M

Explanation: The project will renovate building 5016 to a Command and Control (C2) facility for the 20th Support Command Headquarters elements sized and configured based on FORSCOM validated requirements. Also, renovation of buildings 5043 and 5046 on Aberdeen Proving Ground (APG) to provide space for the 20th Support Command and the 22nd Chemical Battalion with adequate and functionally efficient facilities to support their CBRNE first responder missions.

Building 5016 will be renovated to provide a Command Suite with General Officer suite, offices, SCIF, arms room, operations center, conference rooms, file storage, training and breakrooms,

computer labs, laundry, mask test and protective suit inspection locations, SCBA fill station, general enclosed storage, company operations facility, covered vehicle storage, exterior hardstand for 33 tactical vehicles, and parking for 60 POVs. Buildings 5046 and 5043 will be renovated for the 22nd Chemical Battalion to provide one standard battalion operations facility, three standard company operations facilities, CBRNE special equipment enclosed storage, an EOD facility with training, mock chemical and biological laboratories, pool room, locker room with showers, climbing wall, weight room, confined space training room, shoot house, exterior hardstand for 70 tactical vehicles, and parking for 169 POVs.

This project is required to provide adequate and functionally efficient facilities for all elements of the 20th Support Command stationed at APG to support their CBRNE Command and Control, first responder and equipment maintenance missions at APG.

Elements of the 20th Support Command are currently housed in a number of substandard facilities in various locations at APG. Many of these facilities date back to WWI, or are modular in construction. Due to condition and location, these facilities do not fully support the operational requirements of the organization in its current configuration. Because the organization is expected to grow significantly over the coming decade as its mission expands, the current facilities will become increasingly inadequate and unsuitable.

If this project is not provided, the 20th Support Command will remain in current inadequate facilities that will constrain their ability to respond to emerging mission requirements. Without this project, the directive to establish capability for the 20th Support Command (CBRNE) elements stationed at APG to support their CBRNE Command and Control, first responder, WMD elimination, and site exploitation missions cannot occur within the timeframes mandated in the FY08 force structure.

Project: Information Processing Node, Phase II
Recipient: Aberdeen Proving Grounds, Aberdeen, MD
Funding: $11.6M
Explanation: The project would renovate buildings 3144, 3147, and 3148 for relocating the Directorate of Information Management (DOIM) from multiple locations on Aberdeen Proving Ground (APG), Maryland. The proposed facilities offer a centralized location to consolidate all of the DOIM's functions and requirements for the foreseeable future. Work consists of replacing the HVAC, interior finishes (ceilings, wall coverings and flooring), plumbing and bathroom fixtures, electrical to include lights and transformer, provide new elevators to meet Americans with Disability Act standards in all buildings, set parking back away from buildings for Anti-Terrorism/Force Protection standards, repave, and provide upgraded lighting.

This development is required for APG to support the BRAC 2005 re-stationing initiative and the single DOIM concept. Based on the DOIM staffing model, there will be an estimated 315 personnel, 275 to be located in the Aberdeen area, and 40 to be located in the Edgewood area post-single DOIM and BRAC. There are currently 132 DOIM positions onboard, the staffing

model pre-single DOIM requires 150 positions to support the workload. There have been 76 positions identified as being OPCON'd/TECHCON'd from the tenants to the DOIM as part of the single DOIM implementation, bringing the onboard number to 208; the staffing model shows a requirement for 231 positions. The staffing model predicts a requirement for 315 positions total to support the BRAC increase.

Based on the staffing model predictions, single DOIM increases the staffing requirement by 81 positions, and BRAC then increases the staffing requirement by an additional 84 positions assuming full staffing at 150 positions. BRAC 2005 law co-locates and integrates major RDT&E elements by assembling human systems, information systems, sensors, communications, electronics, chemical-biological research, and development and acquisition at APG. The 2005 BRAC law mandates the closure of Fort Monmouth, New Jersey and the relocation of the Communications Electronics Research Development and Engineering Center Facility (CERDEC) and the Communications Electronics-Life Cycle Management Command (CE-LCMC) to APG under the umbrella of Command, Control, Communications & Computers, Intelligence, Surveillance, & Reconnaissance (C4ISR). Due to the relocation of these two electronic information RDT&E activities from Fort Monmouth to APG, significant upgrades to APG's existing information management & information technology facilities and infrastructure are required.

Project: Information Science and Supercomputing Center
Recipient: Aberdeen Proving Grounds, Aberdeen, MD
Funding: $30M

Explanation: The construction will provide a secure Information Science and Supercomputing Center (ISSC) to include a large partitioned vault, classified areas for computers, a Center for Intrusion Monitoring and Protection (CIMP), Major Shared Resource Center (MSRC) for super computing, a communications/networking laboratory, video technology lab with fire alarm and protection systems, an Intrusion Detection System (IDS), and a Energy Monitoring Control System (EMCS). Accessibility for the handicapped shall be provided. Supporting facilities include electrical service, natural gas, domestic water, paving ,walks, curbs and gutters, access roads, parking, fencing, storm drainage, information systems, total building systems commissioning, site improvements, Anti-Terrorism/Force Protection measures include barriers and laminated glass, and a heating/air conditioning system (900 tons). The demolition of 30 buildings (86,467 SF) including lead based paint and asbestos abatement is required.

This project is required to provide an adequate and secure facility where state-of-the-art high performance computers can be accessed and exploited by all of DoD science & engineering and

test & evaluation personnel. This will enable the development of the most lethal, cost effective equipment for battlefield superiority and maximum survivability of our fighting forces. The classified systems are vital to Army Transformation, development of the Objective Force, and Future Combat Systems (FCS). This facility is required to provide a unique high power tool, using the full potential of supercomputers, for the timely research, evaluation, and assessment of evolving weapon systems and technologies. The facility will enhance the evaluation of materiel; as well as, organizational, tactical, logistical or doctrinal innovations and alternatives. The project provides engineers and scientists the specialized workspace for cooperative work and sharing resources across DoD, industry, and academia. Consolidation of resources and capabilities within this facility will promote timely research which is environmentally unacceptable or impractical to pursue through exhaustive physical tests and will leverage ongoing research programs by providing early identification of the most promising technologies.

The CIMP, operated for DoD, will play a vital and critical role in protecting DoD High Performance Computing (HPC) and network assets from intrusion, sabotage, and denial of service from the growing international threat posed to computer security. Additionally, this center will play a similar role in protecting the non-HPC computer and network assets of Army Research Laboratory (ARL) and Army Materiel Command (AMC). The DoD High Performance Computing Modernization Office (HPCMO), under Director, Defense Research and Engineering (DDR&E), had previously assigned the CIMP mission to Defense Information Systems Activity (DISA). After one year of DISA operational experience, HPCMO determined that the mission needed closer integration with the HPC MSRC program. ARL, because of its demonstrated technical expertise in the information assurance arena was specifically requested to perform the mission for DoD. ARL executed this request by augmenting its local Computer Emergency Response Team and expanded the capability and functions to accommodate the DoD HPCMO requirement. This decision is an extension of the original decision by DDR&E that the MSRC should be co-located and hosted by the key service Science and Technology organizations that had the most experience in and the greatest need for exploiting supercomputers. The new ISSC will provide an efficient and effective work environment for personnel using this facility.

Project: Nathan Hale Hall - Repair Admin Buildings, 4554
Recipient: Ft. George G. Meade, Ft. Meade, MD
Funding: $19.5M

Explanation: The project would repair building 4554 (Hale Hall), which was damaged by fire on 20 October 2006 and is currently in a failed condition. The building consists of 64,129 SF of general administrative facility for the Fort George G. Meade Army Garrison. The development will provide for pedestrian flow and safety code considerations, emergency lighting, central grounding systems, fire and smoke detection, fire suppression systems, accessibility for the handicapped, energy efficiency, cable trays, conduits for communications systems, environmental controls to maintain 70-75 degree temperatures, humidity controls, and treatments necessary to maintain the aesthetics of the adjoining area. It will restore all closed

porches to usable open porches and the building will be repaired to current codes and standards. Repairs include roofing with fake slate tiles; repairing all fire walls; and restoring exterior brickwork, concrete and windows. Access for the handicapped will be provided. Supporting facilities include information systems and Anti-Terrorism/Force Protection barriers to protect against vehicular intrusion. Comprehensive building and furnishings related interior design services are also included.

The building was constructed in 1929 as Army barracks but was converted to administrative space with air conditioned in 1971. Many minor repairs and fragmented alteration projects were implemented since 1971 to meet specific tenant needs and/or repairs to the building's infrastructures. Consequently, the building does not have sufficient and reliable heating and cooling, adequate ventilation, fire protection, and electrical systems. Exterior modifications are not in conformance with the installation design guide and National Historic Preservation Act. These interior conditions were overcome by fire on 20 October 2006.

If this project is not provided, several critical Fort Meade Garrison operations will remain degraded due to fragmented operation and out of date facilities. Key garrison functions will remain scattered and the Directorate of Information Management will remain outside the major portion of the installation in a vulnerable security location. Personnel will continue to work in facilities with conditions far below reasonable contemporary expectations and standards.

Project: Transportation Infrastructure - Access Control Point, Mapes Rd @ MD175
Recipient: Ft. George G. Meade, Ft. Meade, MD
Funding: $6.2M

Explanation: This project is required to provide widening of the existing roadway, fixed anti-vehicular barriers, defensive fighting positions, permanent lighting of the access control areas and shelters for access control personnel and containment fencing for the area leading into the installation at the Mapes Road access control point.

The construction would provide an installation access control point which consists of, but is not limited to, vehicular gates, fencing, a beamed or riveted access road, insurmountable curbing, paving and widening of existing roadways, popup anti-vehicular mechanisms, a hardened protective guard shelter with sanitary facilities, heating (10 KBTU) and air conditioning (2 tons), information systems, area and security lighting, emergency power, defensive fighting positions, area duress alarm systems, traffic control features, signage, and road widening improvements. Supporting facilities consist of electric service, water, sewer, paving, walks, curbs and gutters,

parking (5 spaces), storm drainage, site improvements, and landscaping. The demolition of an existing masonry guardhouse and a 7,700 SF building is required.

Mapes Road constitutes one of three main points of entry to Fort Meade from MD 175. The other two are Reece Road and Llewellyn Avenue. In spite of the installations variable time policy, rush hour traffic loads require that all three entrances be opened to accommodate the employees. The Mapes Road entrance is protected from terrorist vehicular intrusion by a 64 square foot masonry guard house that is within 15 yards of MD 175, an arrangement of concrete "Jersey" barriers, leased portable lighting, homemade anti-vehicular nail strips and expediently placed electric power from portable generators. The personnel that man this entrance nor their vehicles, power supplies, lighting or communications systems are protected from the simplest of aggressor forces. Personnel who man this access control point must use portable sanitary facilities and they must seek relief from the weather by using their military vehicles. There is no protection from direct small arms fire other than the "Jersey" barriers and the skins of the military vehicles on site. There is no protection against hand grenade attacks. The masonry guardhouse is so close to the state highway that is not occupied nor used for any purpose other than protection against weather for two personnel. The access control point has been moved well away from the Mapes Road intersection with MD 175, nevertheless, the arrangement of materials that currently provide the best combination of defense and expedient access processing results in significant traffic backups onto MD 175. These backups tend to compromise the diligence of the personnel manning the access control point to the end that the likelihood of failing to discover an intrusion becomes greater with time.

If this project is not provided, the makeshift arrangement of temporarily defensive positions and anti-vehicular features will render the access control point inefficient with respect to passage of authorized vehicles, expose the operating personnel defenseless to hostile fire and promote compromise of the security features necessary to protect the installation personnel and property.

Project: Transportation Infrastructure - Intersection, Rockenbach Rd. & Cooper Ave.
Recipient: Ft. George G. Meade, Ft. Meade, MD
Funding: $2.05M

Explanation: This project is required to provide necessary support infrastructure for units, agencies, and activities relocating to Fort Meade, MD as a result of 2005 BRAC decisions. This project will provide infrastructure to support Defense Information Systems Agency (DISA), Adjudication Activities co-location, Defense Media Activity (DMA), agencies moving out of leased space, agencies relocating from other government installations and Fort Meade base support functions.

The construction would reapply crosswalk and lane use arrow pavement markings; change the eastbound approach on Rockenbach from one lane for left turns and thru, one lane for thru, and one channelized bay for right turns to one 50-foot bay for left turns, two lanes for thru, and

one channelized bay for right turns; change the westbound approach on Rockenbach from one lane for left turns and thru, one lane for thru, and one channelized bay for right turns to one 375-foot bay for left turns, two lanes for thru, and one channelized bay for right turns; add protected left-turn phasing to both Cooper Avenue approaches; and add protected left-turn phasing to the westbound Rockenbach Road.

The current infrastructure on Fort Meade is substantially inadequate to support the 15,000+ personnel that are relocating there as a result of BRAC 2005. The existing water, sanitary sewer, natural gas and electrical systems will have to be upgraded to support the additional personnel. Areas that are void of utilities will require new electrical substations, electrical feeder lines, water and wastewater mains and laterals, central high temperature hot water heating plant, central chilled water air conditioning plant, storm water drainage with storm water management structures, communications building and lines, and perimeter fencing. New roads and upgrades to the existing road network will need to be provided, as well as access control points.

If this project is not provided, the current infrastructure will not be adequate to support the various facilities that are required to develop an intelligence campus, an administrative campus, clinic and community support functions required to support BRAC 2005 decisions. Each units, agencies, and activities relocating to Fort Meade would then be required to provide its own supporting infrastructure, which will substantially increase BRAC 2005 implementation costs and will eliminate the possibility of efficiencies.

Project: Transportation Infrastructure - Mapes Rd, North Section
Recipient: Ft. George G. Meade, Ft. Meade, MD
Funding: $1.95M

Explanation: The project would widen the north section of Mapes Road from two to four lanes (South of Ernie Pyle to and including Cooper Avenue). This project is required to provide necessary support infrastructure for units, agencies, and activities relocating to Fort Meade, MD as a result of BRAC 2005 decisions. This project will provide infrastructure to support Defense Information Systems Agency (DISA), Adjudication Activities co-location, Defense Media Activity (DMA), agencies moving out of leased space, agencies relocating from other government installations and Fort Meade base support functions.

The current infrastructure on Fort Meade is substantially inadequate to support the 15,000+ personnel that are relocating there as a result of BRAC 2005. The existing water, sanitary sewer,

natural gas and electrical systems will have to be upgraded to support the additional personnel. Areas that are void of utilities will require new electrical substations, electrical feeder lines, water and wastewater mains and laterals, central high temperature hot water heating plant, central chilled water air conditioning plant, storm water drainage with storm water management structures, communications building and lines, and perimeter fencing. New roads and upgrades to the existing road network will need to be provided, as well as access control points.

If this project is not provided, the current infrastructure will not be adequate to support the various facilities that are required to develop an intelligence campus, an administrative campus, clinic and community support functions required to support BRAC 2005 decisions. Each units, agencies, and activities relocating to Fort Meade would then be required to provide its own supporting infrastructure, which will substantially increase BRAC 2005 implementation costs and will eliminate the possibility of efficiencies.

Project: Transportation Infrastructure - Intersection, Mapes Rd. & Cooper Ave.
Recipient: Ft. George G. Meade, Ft. Meade, MD
Funding: $1.9M

Explanation: This project is required to provide necessary support infrastructure for units, agencies, and activities relocating to Fort Meade, MD as a result of BRAC 2005 decisions. This project will provide infrastructure to support Defense Information Systems Agency (DISA), Adjudication Activities Co-location, Defense Media Activity (DMA), agencies moving out of leased space, agencies relocating from other government installations and Fort Meade base support functions.

The construction project would replace “Left Turn Yield on Green” sign with standard sign; change the westbound approach on Mapes Road from one bay for left turns, one lane for thru, and one bay for right turns to one bay for left turns, one lane for thru, and one lane for thru and right turns; change the eastbound approach on Mapes Road from one bay for left turns and one lane for thru and right turns to two bays for left turns, one lane for thru, and one lane for thru and right turns; change the northbound approach on Cooper Ave. from one lane for left turns and thru and one channelized bay for right turns to one lane for left turns, one lane for thru, and one channelized bay for right turns; extend the southbound left-turn bay on Cooper Ave. to 325 feet and provide two lanes northbound for a minimum of 1,000 ft. to receive dual lefts from Mapes Road; add a 300-foot deceleration lane for the southbound right turns and make the southbound rights free; and coordinate traffic signal with the intersection at Mapes Road and MacArthur.

The current infrastructure on Fort Meade is substantially inadequate to support the 15,000+ personnel that are relocating there as a result of BRAC 2005. The existing water, sanitary sewer, natural gas and electrical systems will have to be upgraded to support the additional personnel. Areas that are void of utilities will require new electrical substations, electrical feeder lines,

water and wastewater mains and laterals, central high temperature hot water heating plant, central chilled water air conditioning plant, storm water drainage with storm water management structures, communications building and lines, and perimeter fencing. New roads and upgrades to the existing road network will need to be provided, as well as access control points.

If this project is not provided, the current infrastructure will not be adequate to support the various facilities that are required to develop an intelligence campus, an administrative campus, clinic and community support functions required to support BRAC 2005 decisions. Each units, agencies, and activities relocating to Fort Meade would then be required to provide its own supporting infrastructure, which will substantially increase BRAC 2005 implementation costs and will eliminate the possibility of efficiencies.

Project: Transportation Infrastructure - Intersection, Mapes Rd. & Ernie Pyle St.
Recipient: Ft. George G. Meade, Ft. Meade, MD
Funding: $1.8M

Explanation: This project is required to provide necessary support infrastructure for units, agencies, and activities relocating to Fort Meade, MD as a result of BRAC 2005 decisions. This project will provide infrastructure to support Defense Information Systems Agency (DISA), Adjudication Activities Co-location, Defense Media Activity (DMA), agencies moving out of leased space, agencies relocating from other government installations and Fort Meade base support functions.

The construction project would change the intersection signal controller type from Pre-timed to Actuated (Uncoordinated); change the westbound approach on Mapes Road from one lane for all movements to one 150-foot bay for left turns, one lane for thrus and one lane for thru and right turns; change the eastbound approach on Mapes Road from one lane for left turns and thru and one bay for right turns to one 50-foot bay for left turns, one lane for thru and one lane for thru and right turns; change Ernie Pyle St. approaches from one lane for all movements to two 200-foot left-turn bays with one lane for thru / right turns northbound and one 75-foot bay for left turns with one lane for thru / rights southbound; add protected left-turn phasing to the northbound approach on Ernie Pyle St.; and add protected left-turn phasing to both approaches on Mapes Road.

The current infrastructure on Fort Meade is substantially inadequate to support the 15,000+ personnel that are relocating there as a result of BRAC 2005. The existing water, sanitary sewer, natural gas and electrical systems will have to be upgraded to support the additional personnel. Areas that are void of utilities will require new electrical substations, electrical feeder lines, water and wastewater mains and laterals, central high temperature hot water heating plant, central chilled water air conditioning plant, storm water drainage with storm water management structures, communications building and lines, and perimeter fencing. New roads

and upgrades to the existing road network will need to be provided, as well as access control points.

Transportation and Urban Development

FY10 THUD Appropriations Requests

Department of Transportation

Federal Highway Administration (FHWA)

Project: BRAC Related Improvements in Harford County, Maryland
Recipient: Maryland Department of Transportation
Funding: $5M

Explanation: The Committee was urged to appropriate $5 million in Transportation and Community and System Preservation Program funds for BRAC related improvements serving the Aberdeen Proving Grounds (APG). The impending BRAC-related growth will stress the current infrastructure and create unsafe conditions, requiring the immediate design and construction of right-of-way and intersection improvements. The APG projects include short-term improvements to address traffic congestion along the area's major urban transportation corridors and enhance local communities' appeal to meet economic development opportunities. The FY 2008 Transportation Appropriations Bill provided $2.2 million; FY 2009 Transportation Appropriations Bill provided $3.08 million; and SAFETEA-LU provided $8.0 million.

Project: Bridge Projects in Caroline and Cecil Counties, Maryland
Recipient: Maryland Department of Transportation
Funding: $7M

Explanation: The appropriation of $7 million in Transportation and Community and System Preservation Program funds by the Committee was urged for the reconstruction of two structurally deficient bridges in Maryland. The MD 328 Bridge over Tuckahoe Creek provides the primary linkage between the towns of Easton and Denton. The MD 545 Bridge over Little Elk Creek is vital to local transit and commerce in Elkton. These replacement and rehabilitation projects will enable Maryland to continue its proactive approach of investing at the right time to optimize the safety, condition and performance of both bridges.

Project: Harriet Tubman Underground Railroad State Park Recreation and Interpretive Site Improvements - Dorchester, Caroline & Talbot Counties, Maryland
Recipient: Maryland Department of Natural Resources
Funding: $0.475M

Explanation: The Committee was urged to appropriate $475,000 in Transportation and Community and System Preservation Program funds to initiate a trail system, develop utilities and install interpretive signage at the Harriet Tubman Underground Railroad (HTUR) State Park. When open in 2012, the park and its facilities will be the principal point of welcome and orientation for the HTUR Byway, a heritage corridor that incorporates the seven key Maryland sites named in the National Park Service's Harriet Tubman Special Resource Study. Environmentally-sensitive improvements at the state park will include a Visitor/Interpretive Center, restrooms, retail and office space, entrance and access roads, a Memorial Garden, Picnic Pavilions, walking trails, an informational kiosk and natural landscape interpretive exhibits.

Project: MD 404 Improvements in Caroline, Talbot, and Queen Anne's Counties, Maryland
Recipient: Maryland Department of Transportation
Funding: $2M

Explanation: The Committee was asked to appropriate $2 million from the Transportation Community and System Preservation Program account to help address the transportation needs along MD 404 in Caroline, Talbot, and Queen Anne's Counties. This highway is a major commuter thoroughfare from Washington, DC to the Eastern Shore. Due to the economic vitality of both the Maryland and Delaware beach communities, MD 404 is often very congested and is in desperate need of upgrades.
Funds would be used for right-of-way upgrades to MD 404, from US 50 to the Denton Bypass (a distance of 11.83 miles). Maryland received $16.6 million in SAFETEA-LU funding; $1.0 million in the FY 2005 Transportation Appropriations Bill; and $2.0 million in the FY 2006 Transportation Appropriations Bill.

Project: Resurfacing and Related Safety Projects in Talbot, Somerset, & Kent Counties, Maryland
Recipient: Maryland Department of Transportation
Funding: $7M

Explanation: The Committee was urged to appropriate $7 million in Transportation and Community and System Preservation Program funds for resurfacing and related safety projects in Talbot, Somerset, and Kent Counties, Maryland. These efforts would allow for resurfacing, rehabilitation, safety and drainage improvements on the following:
- US 50 from Idlewild Avenue to Schwanneger Road (Talbot County): $3.0 million;
- US 13 from C.N. Baugh Road to north of MD 822 (Somerset County): $1.0 million; and
- US 301 from Queen Anne's County line to MD 313 (Kent County): $3.0 million.

This web of connecting highways provides the primary commuter thoroughfare from Washington, DC to the Eastern Shore. Due to the economic vitality of both the Maryland and Delaware beach communities, these highways are often very congested. Safety has been an

issue in recent years, and these improvements would provide the necessary upgrades to ensure the safety of our citizenry.

Project: Stormwater Management Activities - Eastern Shore Counties, Maryland
Recipient: Maryland Department of Transportation
Funding: $1M

Explanation: In order to protect the precious Chesapeake Bay and other Maryland streams, to control flooding caused by new highway construction, treat highway runoff, and exceed current storm water regulatory standards, the Committee was urged to appropriate $1M in Transportation and Community and System Preservation Program funds. These funds will allow for better storm water management; innovative engineering such as micro scale distributed storm water treatment; the creation of retention ponds, wetlands, stream restoration or other natural systems; and inspection, maintenance, and retrofits.

Project: US 113 Improvements in Worcester County, Maryland
Recipient: Maryland Department of Transportation
Funding: $2M

Explanation: The appropriation of $2 million in Transportation and Community and System Preservation Program funds by the Committee was urged to make US 113 a four-lane divided highway, with access controls and shoulders to accommodate pedestrians and bicyclists. US 113 serves as the main artery connecting beach communities along the Eastern Shore of Maryland.

Maryland received $15.2 million in SAFETEA-LU funding; $1.5 million in the FY 2004 Transportation Appropriations Bill; $3.5 million in the FY 2005 Transportation Appropriations Bill; $2.0 million in the FY 2006 Transportation Appropriations Bill; and $0.237 million in FY 2009 Transportation Appropriations Bill.

Project: US 301 Queen Anne's County, Maryland
Recipient: Maryland Department of Transportation
Funding: $5M

Explanation: The appropriation of $5 million in Transportation and Community and System Preservation Program funds by the Committee was urged for a new interchanges at US 301 and MD 304. The existing at-grade intersection does not safely accommodate this high-speed

arterial; improvements will provide necessary safety and access controls on US 301. Furthermore, the new shoulders on MD 304 will accommodate bicycles and pedestrians. Design is 30% complete but is now on hold; funding was deferred due to economic downturn.

Federal Transit Administration (FTA)

Project: Maryland Statewide Locally Operated Transit Systems (LOTS)
Recipient: Maryland Department of Transportation
Funding: $10M

Explanation: The Committee was asked to provide $10 million in funds to expand transit fleets, replaced aged vehicles, and enhance bus maintenance facilities throughout the State of Maryland. The funding would support BRAC-related service expansion in the Fort Meade area (Anne Arundel County); provide an administrative and maintenance facility for the three-county transit operator (Caroline, Kent and Talbot Counties); and provide a maintenance facility for the 46 vehicle Shore Transit fleet (Somerset, Wicomico and Worcester Counties). Furthermore, the funding would assist Maryland meet the significantly increased demand on local transportation services for medical-related and general transportation services.

Department of Housing and Urban Development

Project: Maryland Food Bank Capital Project – Statewide
Recipient: Maryland Food Bank
Funding: $0.5M

Explanation: The Maryland Food Bank has several critical capital needs: three refrigerated trucks to secure and distribute more food; the rehabilitation of office spaces at the Baltimore County facility; and the re-roofing of the Baltimore County facility. It is vital that these needs be addressed as soon as possible to ensure a steady supply of food to individuals and families in need in the 1st District and throughout Maryland. Maryland Food Bank agencies have seen their caseloads triple and the Maryland Food Bank's distribution has increased by 33 percent. In these difficult economic times, a service like this is necessary to help those who are struggling.

Transportation Authorization Priorities

Kratovil Transportation Authorization Priorities

$10 Million

Kratovil Transportation Authorization Priorities

MD 404 Improvements
Recipient: Maryland Department of Transportation
Address: 7201 Corporate Center Drive
Hanover, Maryland 21076
Requested Funding: $10 million
Explanation: MD 404 is a key transportation artery on Maryland's Eastern Shore. As a result of high seasonal traffic and increased commercial and residential development, MD 404 is now a congested, deteriorating roadway. This is a good use of taxpayer dollars because MD 404 is a critical transportation corridor and improvements are needed to make it safer and increase its capacity.

MD 113 Improvements
Recipient: Maryland Department of Transportation
Address: 7201 Corporate Center Drive
Hanover, Maryland 21076
Requested Funding: $15 million
Explanation: US 113 serves as the main thoroughfare connecting beach communities along the Eastern Shore of Maryland. This aging highway is in desperate need of an upgrade to accommodate existing and future traffic. This is a good use of taxpayer dollars because the dualization of US 113 will ease congestion and improve safety and is essential to economic development on the lower shore.

Dover Bridge
Recipient: Maryland Department of Transportation
Address: 7201 Corporate Center Drive
Hanover, Maryland 21076
Requested Funding: $1 million
Explanation: The narrow Dover Bridge is functionally obsolete and has had mechanical difficulties in the past that has affected emergency services in Caroline and Talbot Counties. The proposed new Dover Bridge will be designed as a high-level, fixed-span structure to be constructed just south of the existing MD 331 bridge. These funds would be used to proceed with the design and/or right-of-way on MD 331 and the new Dover Bridge. This is a good use of taxpayer dollars because a new Dover Bridge will improve resident's ability to traverse this important river crossing.

Construct Extension of MARC Train service from Perryville, Maryland to Elkton, Maryland
Recipient: Maryland Department of Transportation
Address: 7201 Corporate Center Drive
Hanover, Maryland 21076
Requested Funding: $16.8 million

Explanation: These funds would be used to plan, conduct environmental review, design and construct an extension of MARC Train service from Perryville, Maryland to Elkton, Maryland. Expanding MARC service to Elkton would ease congestion and increase mobility and provide commuters with an environmentally friendly mass transit option. This is a good use of taxpayer dollars because with nearby Aberdeen Proving Grounds expected to gain approximately 20,000 new jobs due to BRAC, Elkton is a rapidly expanding community that should have access to commuter rail.

APG Improvements
Recipient: Maryland Department of Transportation
Address: 7201 Corporate Center Drive
Hanover, Maryland 21076
Requested Funding: $30 million
Explanation: Funds would be used for right-of-way acquisition and construction of priority intersection improvements in the vicinity of Aberdeen Proving Ground, Maryland to improve safety, operations and access within the BRAC timeframe. There will be 40,000 to 60,000 direct and indirect jobs coming to Maryland statewide as a result of BRAC, with approximately 20,000 expected at Aberdeen Proving Ground. This is a good use of taxpayer dollars because these upgrades are necessary to accommodate the impending influx of new employees and residents.

Maryland Statewide Locally Operated Transit Systems (LOTS)
Recipient: Maryland Department of Transportation
Address: 7201 Corporate Center Drive
Hanover, Maryland 21076
Requested Funding: $60 million
Explanation: These funds would go to replace aging buses across the State of Maryland. All 12 counties in the First District participate in the LOTS program. This is a good use of taxpayer dollars because it would help local transit systems, which are typically strapped for funding, to replace outdated vehicles with more environmentally friendly models with lower maintenance costs and it would increase the mobility of First District residents.

Storm water Reduction
Urged the House Transportation and Infrastructure Committee to include a clear policy, standard and guidance to ensure that all new construction and major retrofits of federal-aid roadways reduce or eliminate related storm water discharges, mimic pre-construction hydrology to the maximum extent practicable, and are designed and constructed to restore and maintain water quality of local water bodies. In doing so, the Congress will ensure a cleaner, greener highway system that will significantly improve our nation's waterways, including the Chesapeake Bay.

National Gateway Initiative
Supported a $194 million request for the National Gateway Initiative. This project seeks to provide a more efficient way to link Mid-Atlantic ports with Midwestern markets, by improving

the flow of rail traffic between these regions with double-stack trains. By investing in a more efficient freight rail network for our country, the National Gateway can, in a very meaningful way, help address serious concerns about the economy, U.S. competitiveness, congestion, highway safety and maintenance, global warming, clean air and energy efficiency.